## **WONDER WHO'LL TAKE BOB BURMAN'S PLACE**

Race-Goers Interested in Problem of Finding Man to Run Record-Breaking Car.

Fifth the opening of the automobile ing season only a few weeks off, egoers are wondering who will pilot the famous Blitzen Benz car, in which world's record in 1911 at Day tona, Pia., when he drove the old "war horse" a mile in 25:40.

This performance has never bee capaled It is doubtful if there is a car in the country which might be considered a dangerous contender to the Eurman mount of five years ago.

Barney Oldfield was the first driver to bring the car into prominence, capturing a world's record with it by negotiating a mile in \$7:28, in 1909, over the Daytona course.

turing a world's record with it by negotiating a mile in \$7.28, in 1909, over the Daytona course.

In Burman's entire career as a race driver, he never feared for his Benz record except during the season of 1912, when a 300-horepower Mercedes and a Flat of the same power were built to lower the Burman mark. The Mercedes failed to accomplish its purpose when systeried at Semmering Hill, Germany, and the big Flat fell short in a trial at the mile record at Saltburn-by-the-Sea, England.

The Blitzen Benz is now included in the stable of Harry S. Harkness, a wealthy race driver, who has moved his string of Peugeots, Delages and Sunbeams, to the Sheepshead Bay speckway, where they are entered for the Metropolitan Trophy contest, scheduled for May 13. Carl Limberg will manage the team of Delages, and Franchi will lead the Peugeots; but who will attempt to lower the Burman record in the Blitzen Beng is not known. Rumors, however, are current in racing circles that Harkness himself will attempt to lower the mile mark with the famous Benz.

INDIANAPOLIS, April 22,-The death of Bob Burman at Carona, Cal., has changed the plans, of some of those interested in the 300-mile speedway race at the Indianapolis Motor Speedway.

race, leaving in its wake nation-wide grief for the popular Burman, also

race, leaving in its wake nation-wide grief for the popular Burman, also serves to accentuate the prowess of Eddie O'Donnell, who won in a Duesenberg car, and who will drive this same car at Indianapolis.

The wimhing of this event of Eddie O'Donnell vindicates the prediction of many that O'Donnell is one of the coming head-liners in the speed sport.

Burman was to drive one of the new Premier specials which are being built in factories at Indianapolis. Who will take his place is not known.

Burman is credited with having incorporated in these new cars many of his pet theories and constructional features that experience had taught him. There is considerable sentiment associated with these Premier cars in Indianapolis. They say they are looked upon as monuments to the late Burman.

Ever since Indianapolis people have been running their international sweepstakes speed events. Burman had participated in every one and it was his consuming ambition to win this event in order to top off his career as racing driver. His death prevented this dream.

T. E. Meyers, general manager of the Indianapolis track, however, said that the good Eurman has done will live on forever.

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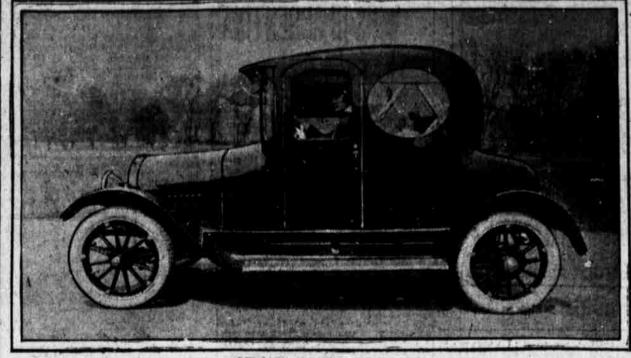
\*He was a clean sportsman, a thoroughbred in every respect," he said. "I have known him to help competitors when such help leopardized Burman's own opportunities of success. He did much in an experimental way to perfect the construction of motor cars, and this good will live on forever."

#### Thirteen New Members Join Automobile Club

Each week sees a large number of new names added to the membership list of the District Automobile Club. Those who joined during the week end-

Phose who joined during the week endsid April 22 are:
C. V. Wheeler, Mrs. Alexander Graham Bell, Admiral William S. Benson,
U. S. N.; Chase Palmer, Edna Earl
Johnston, Col. Charles M. O'Connor, U.
S. A.; Richard H. Leigh, Elizabeth B.
Biliss, Richard B. Owen, M. T. Benitez,
Mrs. Frank Moss, J. J. Dimon, and
Albert D. Spangler,

#### THE PULLMAN DE LUXE COUPE



MRS. W. P. BARNHART.

Driving her luxurious little Pullman. This body has come in for much comment for its radical lines. It has been said that the design is a full year ahead of time. The simply operated electric gear shift and the delightful appointments have particular appeal to women drivers.

# **BIG PART IN MEXICO**

Packard Cars Negotiate Many Frank Justice Drives Car Over Roads Called Impossible in Carrying Supplies.

Negotiating roads that were repeatedly declared impassable and taking food and ammunition right up to the front, motorized military transportation has played an important part in the expedition-into Mexico, according to a letter received by the Packard Motor Car Company from one of its drivers accompanying the army.

The letter, written on April 6, gives a thrilling account of what desert trucking under military necessity means. It reads, in part, as follows:

"We are back in Columbus, after having done 800 miles into the interior of old Mexico. The roads are not roads at all, and you can never realize what we have accomplished.

"We have been to the direct frontwithin seven miles of where Villa is supposed to be hiding—and were the first to reach the Seventh Cavairy, who had been eight days without supplies.

"If you could have seen those boys when we reached them on April 1. It surely was no April fool for them. They had been forty hours in the saddle, and had literally killed sixty of their horses because of lack of feed and water for the animals.

"In going through to them we went forty miles further than any other, trucks have penetrated, and we are surely getting the credit for it. General Pershing has named ours the flying squadron," and has asked General Funston to detail our company to carry supplies to his command. We leave tomorrow morning at 8 to go through to the tront again."

#### **Professional Chauffeurs** Welcomed to New Home

On Monday, at the new headquarters of the Professional Chauffeurs, at 1107 Fourteenth street northwest, over Miller Brothers Supply House, Claude E. Miller made an address welcoming the members to their new home.

J. J. Haas, of the Firestone Company, spoke to the members along itnes touching on the benefits of co-operation. J. E. Connelly, of the Dupont garage, also spoke along the same lines. Among the other speakers were F. G. Ficklin, J. E. Sullivan. Otto Jacobi, and Thornton Canfield, N. Stinchcomb, and Mr. Rossasco

# MAKES HARD CLIMB

Street Hill on High.

By virtue of a splendid performance in hill-climbing ability, the new Cole Eight roaster, with Frank Justice, of the Henderson-Rowe Company, driving, accomplished in high gear what has been the waterloo of innumerable drivers-the Thirty-fifth street hill, beween M street and Prospect avenue,

Georgetown.

The hill, which is cobblestoned and grass-grown, rises abruptly from the congested and narrow M street at forty-five degrees for the first twenty feet. Then it drops sharply to about thirty degrees, the drop being so sharp as to make a jagged hump affording practically no purchase.

P. E. Rowe, head of the Henderson-Rowe Company decided that it could be done. He discussed the matter with Justice and Roy Burleigh, his mechanical expert. They agreed with him.

On Monday afternoon they telephoned the Times' Automobile Editor, asking that he witness the test. Then, accompanied by Ernst A. von Muffling, tester of the Long Island Automobile Club, as an additional passenger, and Justice driving, the Cole was started on its quest.

comment for its radical lines. It ply operated electric gear shift and ers.

afforded plenty of room. There was no preparation nor study of angles, nor consideration of where the best traction was located. Justice simply stepped on the trottle and the big Cole scaled the rock-ribbed hill with a rush of twenty miles an hour and never faitered in pace all the way up. To quote Justice: "We've given her the once over. We'll try it again and make it harder."

So the Cole was turned around and a second test tried. This time, Justice drove the car slowly to the foot of the rise, starting in first and changing over the car slowly to the foot of the ready difficulty reported being tire trouble. The city was reached at about 7 or clock, the party very willingly parted with some of the dust and dirt accumulated on the trip and proved the drive had sharpened their appetite. Every one enjoyed a very fine chicken dinner, after which the tourists waiked or drove about twen, more pictures were about town more pictures were at ken. He party then started on their return drive.

Keiurning to Washington the motorists became somewhat more separated, some stopping over at Frederick to look the town over and retresh themselves at the lone soda fountain which appeared open for business—truly Maryland is dry on Sunday—but, after exciting apurts on the road, specding up to fifty-five miles an hour, the party finally came together once more, pictures were again taken, and the final run to Washington made.

No serious accidents were experienced, the only difficulty reported being tire trouble.

The city was reached at about 7 or clock in the evening, and the entire

the Crest of Thirty-fifth drove the car slowly to the foot of the rise, starting in first and changing over rapidly to high gear in the ascent. In spite of the "pull" of the grade, the car had no difficulty and was making ten miles an hour when it sailed over the top into Prospect avenue.

#### Good Roads Bill Killed for Session

Senate Sidetracks Measure to Consider Rural Credits Legislation.

No good roads bill will be enacted at this session of Congress.

This prediction is made at the Capitol following the action of the Senate in side-tracking the good roads measure after three days of debate for the rural

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At that hour, the Georgetown traffic being comparatively light, M street

# HOLD AUTO RUN!

Cavalcade of Mitchell Cars Goes to Hagerstown, Md., on Sociability Trip.

The eighty-mile sociability run, from Washington to Hagerstown, last Sunday proved an enjoyable event for Capital

Ninety car owners, all Mitchell enthu-Ninety car owners, all Mitchell enthusiasts, took part.
Charles Miller, in his Mitchell roadster, accompanied by Mrs. Miller, led the party, and set a pace of about twenty miles an hour, which enabled the party to proceed leisurely and enjoy the trip to the fullest extent.

The party left Washington at about 9

o'clock in the morning, and made three stops en route, one at Ridgeville, one at Frederick, and one at South Moun-

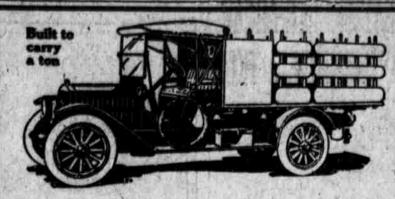
On reaching Hagerstown, at 1 o'clock

the only difficulty reported being tire trouble.

The city was reached at about 7 o clock in the evening, and the entire party voted the day a tremendous success.

Among those who made the trip were Morris Hahn. S. Taylor, H. S. Fisk, Mrs. C. Abbott, Mrs. O'Brien, Miss O. Stephenson, Mr. and Mrs. Charles F. Pflug, Mrs. Albert Hickok, Mr. Martin, Mr. and Mrs. John T. Claney, Mr. and Mrs. J. E. Swigart, G. S. Bernard, Mr. and Mrs. J. E. Swigart, G. S. Bernard, Mrs. and Mrs. E. G. Wheatley, Mr. and Mrs. H. G. Machen, W. Hanon, B. Middleton, Mrs. Page, Oscar C. Brothers, Jr.; Harry Ward, Mr. and Mrs. Franklip Howe and family, Mr. Gibbs and family, Miss Malone, Mr. and Mrs. Charles Miller, John Ebaugh, Mr. and Mrs. Charles Miller, John Ebaugh, Mr. and Mrs. Sidney Alexander, Bertha Alexander, Mr. and Mrs. H. V. Alexander, William Liniger, Mr. and Mrs. M. Long, William Liniger, Mr. and Mrs. Henry Cunningham, Mr. and Mrs. M. Henry Cunningham, Mr. and Mrs. W. E. Merritt, Mr. and Mrs. W. E. Merritt, Mr. and Mrs. W. J. McGinniss, E. A. Riley, J. McKinney Jackson, S. Blumenthal, Mr. and Mrs. T. J. Wall, Jr.; Mr. Baden and family, J. A. Bishop, Mr. and Mrs. E. H. Handy, R. A. Siegier, and Si Grogan.

The Shortage of Men. Manager—Did you ask that new chap why he left his last job?
Foreman—No. gov'nor, I didn't. Supposin' 'e'd said ''murder,'' an' like as not 'e might, what should we do then? It don't do to be too particular these days.—Passing Show.



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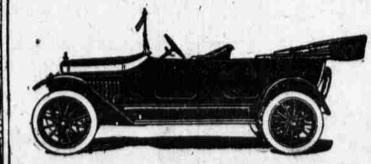
HEN you pay several hundred dollars for an automobile, why not get a good-looking oneone that you will be proud to own, proud to drive, and proud to take your friends out in? Maxwell owners have a just pride in the handsome appearance of their automobile for Maxwell Motor Cars have the same attractive lines, the same graceful design as the higher priced types.

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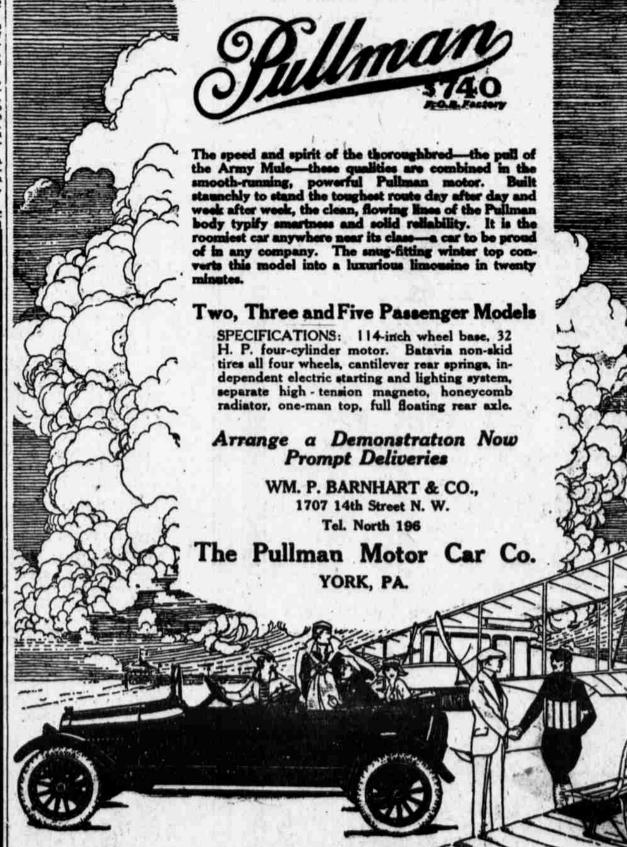
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